

RUDDER FLUTTER

Official Publication of the Idaho Transportation Department - Division of Aeronautics
William S. Cooper, Administrator

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SUMMER 1995

LOOK OUT SNOOPY....

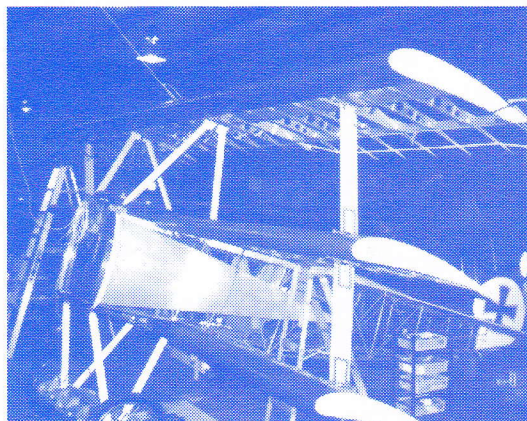
It is not unusual to look up and see an older aircraft or an airplane classified as a warbird flying in the friendly skies of the Gem state. Through the efforts of many people in Idaho, vintage aircraft are well represented in the state.

Add to the list of these enthusiasts the name of Max Fullmer, Warhawk Air Museum General Manager, member of the Board, and soon to be test pilot of a Fokker Dr. 1 he is in charge of restoring at the Caldwell museum.

The tale of this project goes back to 1990 when Dean Wilson (of Avid design and manufacturing fame) donated some replica parts of a Dr. 1 to the museum. Seizing the opportunity, Max happily took on the responsibility of fully recreating the historic World War I fighter made most famous by the legendary Baron Von Richthofen flying the unfriendly skies over Europe.

Beginning with a welded fuselage, a horizontal stabilizer, spreader bar, some wood for spar ribs, and wood for the spars, Max went to work immediately to put this classic in the air. He sent for plans from Walt "Wimpy" Redfern, of Athol, Idaho, and on their arrival, began with the building of the three wings and the partial wing between the wheels.

No original Fokker Dr. 1s are known to exist. However, several replicas are flying at



HERE COMES THE RED BARON!

airshows around the country. The variety of available engines such as 150-180hp Lycomings up to 220hp Continentals give the pilots of this era much greater performance than the 105 mph top speed the German pilots expected with the stock 110hp Oberursel rotary engine off the Fokker assembly line.

Max plans to equip his aircraft with a Warner 145/165 which he has sitting in the crate at the Warhawk Air Museum, so while he will not be a threat to the sound barrier, his Dr. 1 should be able to out perform any marauding bandits who may attempt to jump him from out of the sun. He is looking forward to an encounter with anyone flying the famed Sopwith Camel, even a beagle wearing a scarf and goggles.

Like so many other stories of people involved in aviation, this effort is truly a labor of love for Max. When this Dr. 1 rolls out for the first run around the pattern next year, Max will be at the controls to see this vision fulfilled.

If you or anyone you know who has a passion for the history of aviation and would like to be a part of this adventure as a sponsor, contact Max, or John and Sue Paul, at the Warhawk Air Museum, 4917 Aviation Way, Caldwell, Idaho 83605. (208) 454-2854.



ADMINISTRATOR'S COLUMN

We are well into the 1995 flying season. The backcountry airports are all open. We had a very good aviation conference in Idaho Falls in May, notwithstanding the rain, and we are about to start this year's ACE Academy. At this point I want to recognize all of the volunteers that have given so much time to making the ACE Academy a success. Please accept my thanks for all of your efforts. By the time that this newsletter gets to you it will be almost time for the EAA Convention at Oshkosh. Those of you who are flying back please exercise extra care in doing so and we will look forward to seeing you there. Come by the Idaho booth and say hello.

A number of things have happened in the past six months. I am happy to report that the Governor has looked at our aviation programs and has told us that he is willing to leave the Division as it is, including leaving the airplanes in place. That is a relief for us here at Aeronautics. Also, with the opening of Wilson Bar Airstrip the aviators of Idaho now have air access to the main fork of the Salmon. A big thanks to the Forest Service for making this a reality. A big thanks too, to Boyd Miller and the IAA folks at McCall for "adopting" this airstrip.

Finally, It saddens me to report that this will be my last article in the *Rudder Flutter*. As of the first of August, I am resigning as the Administrator of the Division of Aeronautics so that I can complete my doctoral internship in clinical psychology.

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WILSON BAR AIRSTRIP UPDATE

The Wilson Bar Airstrip has been given the final touch-up by a work party sponsored by the Forest Service, and may now be used by the public, recognizing that you do so at your own risk.

The airstrip now has some boundary markers, a windsock, and better approach access due to the efforts of several volunteers and the Forest Service personnel who went in on the work party.

There are several positive aspects regarding the process that has brought us to this point. Having access for the public to the Main Salmon is a major step in its self. However, the cooperation of the United States Forest Service is also very welcome, and bodes well for future partnerships at other airport locations in Idaho.

We will continue to caution all aviators regarding the use of Wilson Bar Airstrip. This is not the airport for anyone who is unskilled or not current in mountain flying practices. Do not let the attraction of having access to the Main Salmon trap you into a flying adventure for which you are not prepared.

IDAHO TRANSPORTATION DEPARTMENT

Governor *PHILIP E. BATT*
Director *DWIGHT BOWER*
Aeronautics Administrator *WILLIAM S. COOPER*

Aeronautics Advisory Board:
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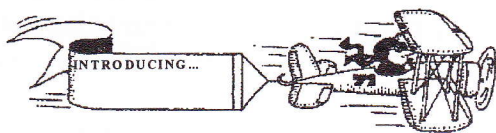
Division of Aeronautics
3483 Rickenbacker Street
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Boise, ID 83707-1129
(208) 334-8775

Editor of the *Rudder Flutter*, John Maakestad

RUNWAY IMPROVEMENTS AT SULPHUR CREEK

The Sulphur Creek Ranch Airstrip will be undergoing some repairs this year as the owners prepare for the onslaught of visitors to this semi-remote facility north of Boise.

Anyone who intends to fly into Sulphur Creek is requested to call (208) 377-1188 to verify the condition of the runway for the times you expect to visit the ranch.



NEW FBO AT AMERICAN FALLS

Flying Colors, Inc., a new FBO, has opened 8.8 NM from the Pocatello (PIH) VOR (112.6) on the 224 radial. They offer full service with the shop specializing in concourse quality aircraft paint jobs and full restorations.

Flying Colors, Inc. is owned and operated by Tommy Blakley and Toni Zechmann. Tommy is also the acting airport manager.

The phone number for the shop is (208) 226-9670, and the home number is (208) 226-7039. They are open 24 hours a day, including holidays. Their mailing address is: 2683 Airport Road, American Falls, ID 83211.

"If you are in need of any of our services, such as a paint job or fuel on a cross country, please feel free to just stop and chat. We can be reached at UNICOM 122.8.

We will be glad to answer any and all questions anyone has, just give us a call any time, day or night." - Tommy Blakley

NO SHOWERS AT JOHNSON CREEK

The Johnson Creek Airport has long been a destination point for aviators wishing to experience outdoor solitude, recreational activities and sheer mountain splendor. Among the amenities offered to visitors are campgrounds, toilets and hot/cold showers.

Recent tests have indicated that the gray water (public shower) disposal system has not been functioning properly, providing for the possibility of waste water leaching toward Johnson Creek. Rather than take the chance of this happening, the Central District Health Department (CDHD) has elected to close the showers to the public. However, stated that on-site caretakes may continue to use the existing system through October 1, 1996.

The Division of Aeronautics is working closely with CDHD to ensure that environmental issues are addressed properly, and that all necessary actions are taken to alleviate concerns. Cost estimates are also being sought in an effort to budget for appropriate funding.

Although showers will not be available for the upcoming season, we have every expectation that the problem will be resolved in time for the 1996 season. Please bear with us during this period, we regret any inconvenience this may cause.

FAA - BOISE AUTOMATED FLIGHT SERVICE STATION

For preflight briefing and flight plan filing in Idaho: **1-800-WX-BRIEF = 1-800-992-7433.**

Clearance Delivery or closing flight plan **only** call: **1-800-253-3459.**

ANNUAL CONFERENCE REVIEW

Aviators from all parts of the state and region turned up in Idaho Falls on the weekend of May 5-7, to take part in the Fourth Annual Idaho Aviation Conference. Those who attended were treated to a variety of excellent safety seminars, and social events hosted by Aero Mark, the AvCenter, and the Division of Aeronautics.

Conference activities began mid-day on Friday, with seminars addressing survival, operating considerations in the new airspace, mountain flying, taildragger operations, and spin training. The FAA was also on hand to offer the Pilot and Airman Courtesy Evaluation (P.A.C.E.) program.

On Friday evening, conference participants were the guests of Bob and Jane Hoff at the Aero Mark hangar, for an informal barbecue. Although the weather prevented the Eastern Idaho EAA Chapter from bringing in their aircraft for display, the mood of the crowd was kept relatively calm by having plenty to eat. The Idaho Falls Air Idaho Rescue helicopter in the hangar drew a lot of attention as the aircrews provided tours and briefings on their equipment and mission.

Saturday morning brought more rain in the area and several people called in to say they were unable to fly in. Despite the weather, some jumped in the alternate mode of transportation and drove to join us later in the day. The seminars on Saturday included Friday's schedule, plus the addition of owner maintenance and glider operations.

The awards and recognition banquet on Saturday evening was highlighted by the presentation of the Chet Moulton Award to Max Gibson, of Blackfoot (see accompanying article). Jeff Devine, a graduating student from the Idaho

State University Aircraft Maintenance Technology Program, was recognized for his achievements in the course, and Jim Thorsen and Olean Parker were good natured recipients of awards depicting their involvement as airport managers at Idaho Falls and Bear Lake County airports respectively.

The dinner crowd of more than 100 was treated to a view of where we all may be headed as viewed by Congressman Mike Crapo, our guest speaker. The congressman addressed the makeup of the new congress and made some very straight-forward comments concerning several aviation issues, such as the trust fund, and the future of the FAA as an independent body.

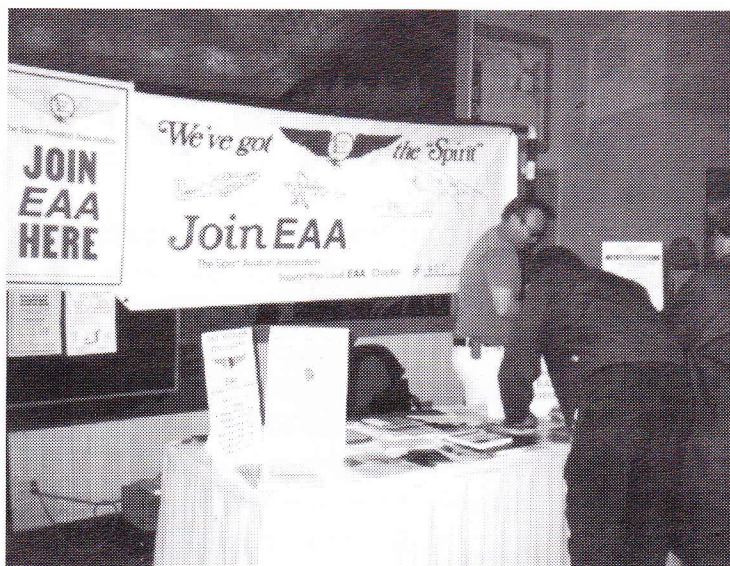
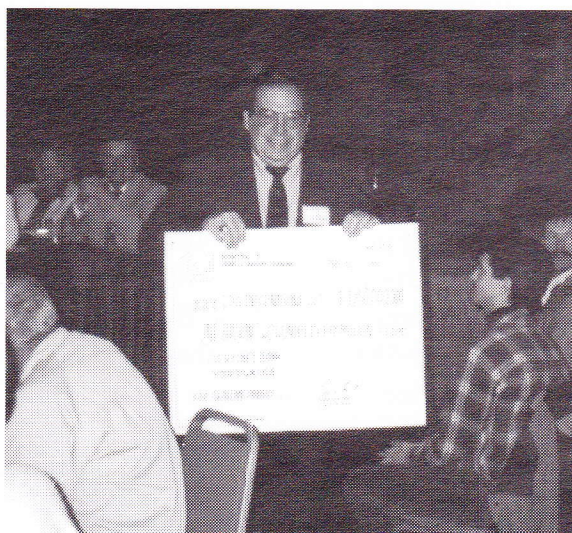
For the conference finale on Sunday morning, the rain gods finally relented and we all awoke to find clear blue skies in the entire eastern Idaho area. John Blakley and Melvin Waggoner of the AvCenter at the Red Baron took full advantage of the opportunity to put on a free breakfast for the approximately 50-60 conference participants who were able to attend. While both John and Melvin clearly are better pilots than they are cooks, the eggs, sausages, and hotcakes were enjoyed by everyone. No one left the Red Baron hangar with an empty stomach, especially after topping off the breakfast with a piece of Bob Hoff's birthday cake which was provided by Pete Hill.

The effort to put this conference together never lacked for support from the folks in the eastern part of the state. The Division owes a debt of gratitude to the Hoff's, Eastern Idaho EAA Chapter President Nolan Getsinger, John Bakken, Idaho OX5 Club President George Oswald, the AvCenter owners Allan Gliege Jr., Melvin Waggoner, and John Blakley. A special thank you goes to Yolanda Gibson for keeping Max in the dark about the Moulton award.

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We also want to recognize the efforts of our presenters and the organizations who put together displays for the event. Presentations by Dick Williams, Art Lazzarini, Jim Cooney, John Goostrey, John Blakley, John Bakken, Christoph Schork, and Rick Stednitz, were excellent and received plaudits from the crowd. Jim Haldy and the Civil Air Patrol made an extra effort to get involved with the conference to further demonstrate the strong partnership they share with general aviation in Idaho.

These conferences take a lot of time and energy to pull off successfully. We can easily say that this was a great success for us and we look forward to doing it all over again next year. Watch this space for time and place.



ADMINISTRATOR'S COLUMN CONTINUED FROM PAGE 2

I have made many great friends and I want to thank each of you for your support over the past two and one-half years. We live in the greatest state in the union and have some of the best flying places and conditions around. Our airstrips are world-renown. AOPA tells us that the May issue of their magazine-in which they featured Idaho's backcountry airports-is the most popular issue that they have ever published and that they are receiving hundreds of calls asking for information and for additional copies of the magazine. It has generated dozens of calls for us here at Aeronautics, as well. In any event, you all have been very cooperative and helpful throughout my tenure. Thank you.

The Idaho Transportation Department is in the process of advertising for a new Administrator. Information about the position, as well as a copy of the position announcement can be obtained from the Division of Aeronautics, from ITD Personnel at 3311 W. State Street, Boise, ID 83703-5881, or from the Idaho Personnel Commission, 700 W. State Street, Boise, ID 83720-0066. **BC**

MAX GIBSON-1995 MOULTON AWARD WINNER

The 1995 Chet Moulton Distinguished Aviation Service Award for lifetime service to the aviation community was presented to Max G. Gibson, of Blackfoot. The award presentation ceremony was a featured part of the Annual Idaho Aviation Conference banquet in Idaho Falls, on May 6th.

Max has deep roots in Idaho aviation. Born in Soda Springs, and raised in Grace, Idaho, he has been involved in aviation as a mechanic, instructor, applicator, airline captain, airport manager, and fixed base operator.

He has also been a pilot examiner for the FAA, and while his standards of performance are consistently high, so to is his commitment to evenhanded treatment of student pilots who come to him for evaluation.

Max Gibson has made contributions to aviation that will benefit all of us who fly the blue skies of Idaho. Chet Moulton would be proud to know that the award that bears his name has been given to another great champion of aviation.

NEW PILOT RATINGS

All of these graduates received their ratings from the **POCATELLO AVCENTER:**

PRIVATE

Jeff Cobbley
Kevin Landon
Shamim Mohamed
Steve Rose
Ted Wood
Joe Zundel

INSTRUMENT

John Bohler
Chet Fulwyler
Jeff Gardetto
Mike Hess
Reggie Miller

COMMERCIAL

John Bohler
Reggie Miller

CFI

Reggie Miller

CFI INSTRUMENT

Kirk Nilles

MULTI-ENGINE, IFR

Russ Misner

Congratulations to everyone!

IT COULD HAPPEN TO YOU

The following story is a play-by-play recap of an event that every aviator gives some thought to on occasion, but most of us choose to believe that because we are pretty much bullet proof, these things always happen to someone else.

What started out to be a routine pleasure flight over the area around Cavanaugh Bay and Priest Lake, soon became every pilot's worst nightmare. A forced landing shortly after take-off, passengers on board, and no real clear area to put the aircraft down.

This is Kathy Nett's story almost verbatim, from the event which occurred last fall...

"It was a beautiful day for flying. My husband and I decided I should take our Cessna 172 out for some flying while he did some work on the airport at Cavanaugh Bay. We invited a couple of our neighbors to go with me so they could see the lake from the air on this bright, clear day.

After a normal and thorough preflight and runup, we departed to the north and turned out over the lake. I proceeded to the north in a leisurely manner, pointing out the landmarks to my passengers who were enjoying the beautiful scenery around Priest Lake.

As we climbed out through 3,100' MSL, suddenly the engine began to run rough. I told my passengers we had a problem as I started going through the engine check procedures by checking the mags, fuel, and throttle.

About then we heard a loud bang and I found myself at full throttle with no power and descending through 2,700' MSL (about 400' AGL).

All I could think of at this point was that there was a road near the Indian Creek Campground that I might be able to put the airplane in for the forced landing that was clearly imminent. The only other alternative was to go into a clear cut area.

By now, we are about to take the tops off some of the trees as I headed for the road. At the same time I could see there was too much traffic on the highway to try to land there, and at the last second, I made the decision to steer for the clear cut.

I was able to get out a quick MAYDAY call and a location report to a helicopter in the area, and then devoted my full attention to the touchdown. I wrapped both arms around the yoke and pulled back with all my strength. I remember the stall horn going off, and then a bump as we touched down. Events seemed to be in slow motion as we then flipped upside down and came to a stop.

To make a long story as brief as possible, the three of us on the aircraft survived without any injuries. After all the dust had settled, we discovered that the engine had failed due to a broken rocker arm on the number one piston.

I am very lucky to be able to tell my story of what happened on that day."

Editors comment: Does an incident like this one raise anyone's interest in practicing forced landings?

JUST A REMINDER...

HAVE YOU CHECKED YOUR E.L.T. BATTERIES LATELY? IT COULD PROVE TO BE YOUR BEST LIFE INSURANCE POLICY.

CALENDAR OF EVENTS

JULY

- 9-15 27th Annual Int. Cessna Assoc. Confer.
Kalispell, MT. Ken, (208) 466-1793 or
Terry, (406) 257-4004.
- 14-16 Super Cub Fly In - Thomas Creek. ID.
Lon Habersetzer, (360) 687-3640.
- 14-16 Work Party & BBQ - Schafer Meadows,
MT. Joe Corlett, (208) 336-1097.
- 15 Airport Appreciation Day. Twin Falls
Airport, ID. Fun galore! (208) 733-5215.
- 15-16 U.S. Bank Rose Festival Airshow. Fea-
turing the Blue Angels! Hillsboro, OR.
Judy Willey, (503) 648-1102.
- 16-20 American Bonanza Society's Annual
Convention - Spokane, WA.
Vickie Russell, (316) 945-6913.
- 16-21 Idaho ACE Academy - Boise, ID. Idaho
Div. of Aeronautics, (208) 334-8776.
- 20-23 9th Annual Family Fly-In and Flight
Safety Expo. Helena, MT.
Montana Aeronautics, (406) 444-2506.
- 22-23 Airshow Idaho. Idaho Falls, ID.
Larry Pettingill, (208) 529-0500.
- 22-23 Idaho Aviation Association Campout.
Johnson Creek, ID. Marv Gregerson,
(208) 344-4251.
- 27 - Aug. 2 - EAA Oshkosh '95. Oshkosh, WI.
(414) 426-4800.
- 28-30 Cessna 180-185 Club - Johnson Creek.
(208) 334-8776 for more information.
- 29-Aug. 6 - Flying Farmers Fly-In - Salem, OR.
Keith Duffin, (208) 397-4101.

AUGUST

- 5-6 5th Annual Wilderness Within Reach
TBA - Chamberlain and Big Creek.
Joe Corlett, (208) 336-1097/376-0916.
Pilots and planes needed.
- 19-20 Big Sky Big Show - Bozeman, MT.
Mark Mayer, (406) 994-4022.

*Note: The Lewis-Clark Air Festival that was
set for August has been cancelled.

SEPTEMBER

- 2-4 Canadian Int'l Airshow - Toronto,
Ontario, Canada. Orysia Gay,
(416) 393-6061.
- 3 Oregon Coast Air Fair - North Bend,
OR. Ron Stillmaker, (503) 756-0405.
- 8-10 6th Annual Kitfox Fly-In. Nampa, ID.
Over 20 kitfoxes and 250 attendees are
expected at this fun annual event! For
more information contact SkyStar
Aircraft at (208) 466-1711.
- 9-10 Flight Instructor Refresher Course-FIRC
Boise, ID. Sponsored by the Idaho Div.
of Aeronautics, (208) 334-8776.
- 9-10 5th Annual Avid Fly-In. Caldwell, ID.
Events galore for everyone right at the
home office of Avid Aircraft! Come
check it out. For more information
call Avid Aircraft at (208) 454-2600.
- 14-17 Reno Championship Air Races.
Reno, NV. (702) 972-6663.
- 22-24 Bonanza Vagabond Fly-In. Dave Wall
Field. Dave Crettol, (208) 265-4841.

**Be sure your next event appears in the *Rud-
der Flutter*. Send information to *Rudder
Flutter*, Idaho Division of Aeronautics, P.O.
Box 7129, Boise, ID 83707-1129 or call (208)
334-8776.**

FAA ALERTS

The FAA has requested the following information be included in this issue of the *Rudder Flutter*.

At the locations below, VFR aircraft practicing instrument approaches will be provided appropriate IFR separation. All VFR aircraft will be instructed to maintain VFR and will not be afforded IFR separation until after receiving a clearance to conduct the approach.

Aircraft should contact Boise Approach Control on frequency 119.6.

AIRPORTS:

Boise (BOI)
Caldwell Industrial (U35)
Nampa (S67)

Twin Falls Approach Control will provide standard IFR separation to VFR aircraft conducting practice instrument approaches at Twin Falls (TWF), Burley Municipal (BYI), and Jerome County (U73) airports.

Pilots of VFR aircraft who intend to conduct practice approaches at these airports contact Twin Falls Approach on frequencies 126.7 or 398.2.

These notices have a cancellation date of 30 June and 1 July 1997 respectively.

"Today, when I throw away a musical birthday card, I am tossing out more computer power than existed in the entire world before 1948." - Denis Waitley, Empires of the Mind

"A positive attitude may not solve all your problems, but it will annoy enough people to make it worth the effort." - Herm Albright



FALL SAFE PILOT BANQUET SCHEDULE IN PLANNING

One of the primary efforts we have been involved with concerns the vitality of the Idaho Safe Pilot Program. As most of you know, this program has been undergoing some heavy tweaking for the past two to three years, and we may not be through with it yet.

The next change we are going to try will be to move the awards banquets from a spring schedule to the fall. As you read this edition of the *Rudder Flutter*, our staff is making arrangements to find facilities in several cities in Idaho, so we can hold the banquets.

We anticipate starting the circuit in mid-October and finishing by early November so we do not conflict too much with the Thanksgiving holiday. We are also considering holding these events on a Friday evening instead of Saturday as we did before.

We will need your participation to make this program worthwhile. If you have not sent in an application for the award, please do so now. If you have misplaced the application, let us know and we will send one to you, (208) 334-8776.

FIRC SCHEDULED FOR SEPTEMBER '95

The Division of Aeronautics will conduct an early fall Flight Instructor Refresher Course (FIRC) at the Division offices in Boise on September 9-10, 1995. This will be the first course held since the Division has resumed sponsorship of the program.

In this issue of the *Rudder Flutter* you will find the application for this course. Please fill it out and return to: Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129.

1996 AIRPORT GRANTS

The Idaho Transportation Board, upon the recommendation of the Aeronautics Advisory Board, approved nineteen state grants to municipal airports for FY 1996 totaling \$400,000. Projects marked with an asterisk provide match for FAA funded projects; on all others costs will be shared equally by the Division and the local airport authority.

<u>AIRPORT</u>	<u>DESCRIPTION</u>	<u>GRANT AMOUNT</u>
*Boise	Construct snow removal equipment building	\$ 45,000
*Pocatello	Terminal expansion and improvement	45,000
*Caldwell	Rehabilitate various pavements, fence, & acquire land	25,176
*Burley	Site selection, master plan, & environmental study	3,500
*Gooding	Reconstruct apron & install MIRL system	15,910
*Jerome	Construct apron, crack seal & seal coat runway, & overlay parallel taxiway	18,295
*McCall	Update master plan	2,500
*Mountain Home	Apron improvement & expansion	36,444
*Nampa	Extend, crack seal, & seal coat runway; install MIRL system & PAPI; & acquire land	30,197
*Sandpoint	Extend runway & parallel taxiway	54,000
Bancroft	Reconstruct runway, Phase II	5,000
Cottonwood	Seal coat runway & pave turnarounds & apron	32,000
Craigmont	Install MIRL system	8,700
Emmett	Surface tie-down apron	19,455
Priest River	Seal coat runway & apron	7,323
St. Anthony	Pave turnaround & ramp	6,500
Salmon	Seal coat runway, taxiways, & apron	25,000
Various	Inventory restock/small projects	20,000
	TOTAL	\$400,000

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BOISE, ID 83707-1129

(ADDRESS CORRECTION REQUESTED)

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